that regime, can do so. This, coupled with the rationalization of the tax regimes for Indian seafarers, would to a large extent help rejuvenate the Indian Shipping Industry.

Conversion of Vizag into Transhipment Centre

4904. SHRIMATI VANGA GEETHA: Will the Minister of SHIPPING be pleased to state:

(a) wheather Vizag is being converted into a transhipment centre;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) No, Sir.

(b) Does not arise.

(c) Keeping in view the totality of the factors, especially potential for traffic for transhipment and geographical location *vis-a-vis* international shipping routes, development of Visakhapatnam port into a Transhipment Centre is not considered viable.

Use of Fuel on Operation of Waterways Traffic

†4905. SHRI RAJIV RANJAN SINGH *'LALAN:*
SHRI KAPIL SIBAL:

Will the Minister of SHIPPING be pleased to state:

(a) whether the use of fuel on operation of waterways traffic is less as compared to that of rail and road traffic;

(b) if so, the average consumption of fuel on operation of waterways, rail and road traffic, separately;

(c) whether the operation of waterways traffic is less as compared to that of rail and surface traffic due to the decrease in the use of fuel; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir.

---

†Original notice of the question was received in Hindi.

(b) On waterways one litre of fuel can move on an average 105 tonne-km, while it is about 85 tonne-km for railway and 24 tonne-km for road.

(c) and (d) Transportation by inland waterways is much less as compared to rail and road. It is mainly because development of infrastructure for inland waterways has also been much less as compared to other two modes.

Wage negotiations with the port and dock workers

4906. SHRI K.B. KRISHNA MURTHY: Will the Minister of SHIPPING be pleased to state:

(a) whether while concluding wage negotiations with the port and dock workers his Ministry irregularly included in 1992 the element of house rent allowance in calculation of overtime allowance;

(b) if so, the details of the clause agreed upon during the bi-partite negotiations regarding computation of overtime allowance based on element of house rent allowance and the cadres of employees covered thereunder; and

(c) whether the Port Trust adopted this irregular practice despite clear orders from Govemment to the contrary?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) and (b) No, Sir.

(c) In Mumbai Port Trust, there was a practice of including the element of House Rent Allowance for computation of Overtime, for employees who were covered under Minumum Wages Act, 1948 as per the provisions of section 2(h) read with section 14 of the said Act. This facility of including House Rent Allowance for calculation of Overtime Allowance was also extended to employees not covered in Minimum Wages Act.

Ministry of Labour has now issued a Notification on 15.3.2002 wherein the provisions of section 2 (h) and section 14 of the Minimum Wages Act and Rule 25 of the Minimum Wages (Central) Rules, 1950 shall not apply to the employees engaged in the sheduled employments in Mumbai Port Trust, whose minimum wages were fixed vide Notification dated 7th March, 1951,29th March, 1952 and 29th December 1954. Accordingly, Mumbai Port Trust has discontinued inclusion of House Rent Allowance for all its employees with effect from the date of issue of Notification in the calculation of Overtime Allowances.